Bogies on MG rail lines

2476. SHRI R. KAMARAJ: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the pathetic conditions of Rail bogies used on meter-gauge rail lines;

(b) whether Government would come forward to replace the existing bogies, by the new ones;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) As a result of progress of gauge conversion, some meter-gauge sections have got locked up temporarily due to which some overaged coaches had to be continued in service duly ensuring complete safety. This has affected the condition of coaches to some extent, but corrective action has been taken by manufacturing new coaches and arranging support of overhauling workshops in locked up sections by transhipping the coaches.

(b) and (c) Railways have recommenced production of meter gauge Coaches *w.e.f.* the year 2000-01 and total 267 nos. MG coaches have been introduced from April 2000 to Oct'2002. Such need based production of MG coaches shall be continued.

(d) Does not arise.

BG lines in Tamil Nadu

2477. SHRI S. AGNIRAJ: Will the Minister of RAILWAYS be pleased to state:

(a) the total distance of rail tracks of Southern Railway in Tamil Nadu, likely to be converted during this fiscal year;

(b) the total area which would be operational as BG in that State;

(c) by when the tracks in the State would be completely converted into broad-gauge; and

(d) the total expected expenditure on this project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) 84 km of Meter Gauge track is likely to be converted to Broad Gauge during the current financial year.

(b) With the above conversion, total route kilometer of Broad-Gauge track in Tamil Nadu by the end of the current Financial year will be 2128 km.

(c) and (d) At present, there is no proposal to convert all Meter Gauge lines in the State. The throwforward of sanctioned projects under Gauge Conversion plan head in the State beyond 1.4.2002 is about Rs. 1600crore.

Delhi-Dehradun Shatabdi Train

†2478. SHRI HARISH RAWAT: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Shatabdi Trains running on Delhi-Dehradun route, *via* Saharanpur, take more time to reach their destinations;

(b) if so, whether passengers from Uttaranchal using this Shatabdi train have been demanding reduction in the time being taken by it in reaching its destination; and

(c) if so, the steps to be taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) No, Sir.

(b) Some representation for reduction in the running time of 2017/ 2018 New Delhi-Dehradun Shatabdi Express have been received.

(c) The distance between New Delhi and Dehradun is about 313 kms. and the commercial speed of Dehradun Shatabdi is about 56 kmph. The relatively low speed is on account of the train engine reversals and low speeds on single line and non-electrified sections *viz.* Meerut-Saharanpur and Laksar-Dehradun. In addition, there are demands for reduction of speed of trains in Rajaji National Park, which lies, on Laksar-Dehradun sector from various organisations. However, 2055/2056 tOriginal notice of the question was received in Hindi.